

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

EMPRESS OF THE NORTH
JUNEAU, ALASKA

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Docket No.: DCA-07-MM-015

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Interview of: MARINO CATTIOTTI

Empress of the North
Auke Bay, Alaska

Tuesday,
May 15, 2007

The above-captioned matter convened, pursuant to notice,
at 1:00 p.m.

BEFORE: MORGAN TURRELL

APPEARANCES:

MORGAN TURRELL, Operations Group Chairman
National Transportation Safety Board
Washington, D.C.

NICO CORBIJN, Senior Vice President
Marine Operations
Majestic America Lines

DON BATCHELOR, ESQ.
Attorney for Marino Cattiotti

BARRY STRAUCH, Human Factor Specialist
National Transportation Safety Board
Washington, D.C.

LT. J.G. BRIERLEY OSTRANDER
U.S. Coast Guard
Sector Juneau

TIM FARLEY, U.S. Coast Guard
Office of Investigations and Analysis
Master Mariner participating in support of
NTSB Investigation

LIAM LARUE
National Transportation Safety Board
Washington, D.C.

CHRIS JULIUS
National Transportation Safety Board
Deputy Director, Office of Marine Safety

PAUL WEBB, U.S. Coast Guard
17th District
Search and Rescue Branch

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P R O C E E D I N G S

(1:00 p.m.)

MR. TURRELL: Okay. May 15th. It's 1 o'clock. We're on the Empress of the North. We're doing interview with the Third Officer Mario, and my name is Morgan Turrell. I'm the Operations Group Chairman.

To my left.

MR. CORBIJN: Nico Corbijn. I'm the Senior Vice President with Majestic America Line.

MR. BATCHELOR: Don Batchelor, and I represent Marino.

MR. TURRELL: And you -- how do you spell your last name?

MR. BATCHELOR: B-a-t-c-h-e-l-o-r.

MR. CATTIOTTI: My name is Marino Cattioti, M-a-r-i-n-o, C-a-t-t-i-o-t-t-i, and I was the third man on watch.

MR. TURRELL: Okay. Thank you.

MR. STRAUCH: Barry Strauch, human factor specialist with the NTSB. I'm based in Washington (inaudible).

LT. BRIERLEY OSTRANDER: I'm Lieutenant J.G. Brierley Ostrander, Coast Guard Sector Juneau investigator.

MR. FARLEY: Marino, my name is Tim Farley. I work for United States Coast Guard Headquarters Office of Investigation, and I'm here as part of the NTSB.

MR. LARUE: My name is Liam Larue from the NTSB.

MR. WEBB: I'm Paul Webb. I'm from the Coast Guard,

1 17th District, Search and Rescue Branch.

2 MR. JULIUS: Marino, I'm Chris Julius, NTSB, Office of
3 Marine Safety, Deputy Director.

4 INTERVIEW OF MARINO CATTIOTTI

5 BY MR. TURRELL:

6 Q. Okay, Marino, I'm going to ask you just a few basic
7 questions and we'll adjourn, go to bridge. Can you tell us your
8 city and state of residence?

9 A. San Francisco, California.

10 Q. Okay. And your age?

11 A. 22 years.

12 Q. Okay. And how long have you worked for the company
13 Majestic?

14 A. This is my fifth day.

15 Q. Uh-huh. And if you wouldn't mind, just tell us a little
16 brief history of yourself. Say, start at high school graduation
17 or 18 years old. Just give us a brief history and how you got
18 here.

19 A. Yes. I graduated high school at Meredith High School in
20 San Francisco. In 2003, I attended -- the next school year, I
21 attended the California Maritime Academy and graduated in 2007
22 just on April 28th of this year. I was introduced to the company
23 at a career fair at the school in January, and I researched the
24 company on my own and had an interview with them shortly after the
25 career fair. I was then in contact with the company a little time

1 after that until the minute I would work with them, and they
2 arranged for me to fly to Portland on the 11th, and then they flew
3 me up, and I caught the boat here in Juneau on the 12th, the
4 morning of the 12th.

5 Q. Okay, and on your -- when you graduated from Cal
6 Maritime, you graduated with a deck officer license, a full
7 license --

8 A. Yes. It was (inaudible) unlimited license.

9 Q. Okay. And do you also have any -- with that an STCW
10 certificate and other endorsements?

11 A. Yes. I have the other endorsements right here with me.

12 Q. So STCW and merchant mariner's document?

13 A. Yes.

14 Q. Okay. What was your degree at Cal Maritime? What was
15 your degree in?

16 A. It was a Bachelor of Science in marine transportation.

17 Q. Okay. Okay. I'm going to pause the interview. We're
18 going to go to the navigation bridge on the Empress of the North,
19 and we'll continue this conversation. Okay?

20 (Off the record.)

21 (On the record.)

22 MR. TURRELL: Okay. We're back on the record with
23 Marino here on Empress of the North. We're on the navigating
24 bridge now.

25 BY MR. TURRELL:

1 Q. Marino, if you would just take us through, just give us
2 a personal statement of what occurred yesterday morning. Take us
3 through from the time you woke up before you came to the bridge.
4 Take it through getting ready, coming up on the watch, information
5 you may have transferred between the watch officers, and take us
6 from there.

7 A. Okay. I woke up at around 11 at night, and I took a
8 quick shower and put on my uniform and gathered some materials,
9 like a calculator, my triangles, and some compasses, and came up
10 to the bridge immediately after that, maybe 15, 15 or 20 minutes
11 after that. I didn't take too long. I just came up to the bridge
12 early to talk to the (inaudible) mate, who I was going to be
13 relieving.

14 When I came up here, we, we just looked over the chart a
15 little bit and discussed that it was just going to be one turn,
16 and he mentioned to me, just watch out for the currents. That
17 was -- he also mentioned if I needed any help, I could give him a
18 call, and that was pretty much the extent of that conversation.

19 So I assumed the watch, and there were four of us on the
20 watch. There, there was one helmsman and two other, two other
21 guys that were making hourly security rounds. They took around --
22 and we were just transiting through the passage, and the helmsman
23 was, was actually brought, brought up so that I could rely on his
24 expertise about, about the equipment that's on the bridge and
25 about boat handling experience to go through -- through the

1 passage, it was a straight line, and he was just (inaudible)
2 sweeping the course a little bit to keep on the track line, and --

3 Q. Okay, we're looking at the chart, 17 degrees, 16 -- is
4 that the chart you were using?

5 A. Yes, it's the chart.

6 Q. Okay. So when you came on watch, whereabouts were you
7 to go to your watch? You don't remember the --

8 A. Yeah, I don't remember. I took -- the first (inaudible)
9 I, I asked the, the helmsman for range and bearing to a point that
10 I don't remember, and he gave me that information, and I plotted
11 that on the chart and wrote it in the logbook.

12 Q. Okay.

13 A. A little bit later, we went port-to-port with another
14 vessel, which -- he actually made the radio call with them because
15 I was unfamiliar with the range that they usually call people at
16 on board this vessel. I spotted the lights that were coming up on
17 the track line and visually found those, and, and confirming them
18 with the helmsman and his knowledge of the area. On the second
19 (inaudible) I took it myself using the starboard radar. I set the
20 range and bearing, and I plotted that on the chart, and I logged
21 that.

22 Q. All right. So you normally (inaudible)?

23 A. Yes.

24 Q. Now about what time was this, do you recall? First half
25 hour, first hour?

1 A. I don't remember (inaudible).

2 Q. Okay, (inaudible) and --

3 A. And he thought (inaudible) about, you know, just better,
4 better like conversation with the (inaudible) and the other two
5 that were on watch came up (inaudible) and then they left and did
6 another round about an hour later.

7 Q. Okay.

8 A. As we, as we started to approach the turn, the helmsman
9 and I, we were discussing whether to follow a track line that was
10 on the chart or one that was on the computer that was -- there
11 seemed to be a discrepancy between the two of those, so I went
12 back to the chart and looked it over, checking, checking the, the
13 track line that was on the chart.

14 Q. Okay.

15 A. We talked about -- this was the track line that we would
16 get onto the (inaudible).

17 Q. So you looked (inaudible) we're still looking at a chart
18 here (inaudible) so you were approaching this area, is that right?

19 A. Yeah, that's right.

20 Q. Okay. And you said there was a discrepancy between the
21 Nobeltec and the (inaudible) chart?

22 A. Yes.

23 Q. Can you describe that discrepancy now that you see the
24 chart in front of you? This line through here? Were you looking
25 at it?

1 A. I don't remember which line I was looking at.

2 Q. Okay. So you, you were looking at the Nobeltec and
3 looking at the chart and you seen there was a difference between
4 the two, is that right?

5 A. Yes. And we were talking about that. The helmsman and
6 I were talking about that. And we came to an agreement on a
7 course that he would steady on after the turn. I'm unfamiliar
8 with, with the turning characteristics of the ship itself, and I
9 was relying on, on his expertise in when to initiate the turn and
10 how much rudder to use in the turn. Well, they don't even use the
11 rudder, they use the drive, so --

12 Q. Right.

13 A. I visually spotted a flashing green light.

14 Q. Which in here is (inaudible) island.

15 A. Where that -- yeah, there was a flashing green light. I
16 visually spotted that before we even approached the turn.

17 Q. Okay.

18 A. Then the helmsman that initiated the turn, based on his
19 judgment -- through, through the turn, he asked me -- through the
20 turn he, he wasn't sure if he was turning fast enough, and I came
21 over and stood on the side of him, and at that point, he increased
22 the amount of turn that he was using, and I lost visual contact
23 with the light at that point.

24 And I was, I was looking at the window expecting to see
25 it on -- just off the port bow. I was, I was looking out the

1 starboard windows and looking around for that, and I couldn't see
2 the light, so I walked over to the starboard side and was still
3 looking for the light. And I just saw rocks in front of me at a
4 very close distance. I can't estimate how far they were. I did
5 not see the light. I just saw rocks.

6 And at that point, I gave him a command for a hard left,
7 and then we hit the rocks off the starboard bow. I don't know if
8 he actually executed the command or not by that point because,
9 like I said, we already hit the rocks and --

10 Q. Okay.

11 A. -- by that time it was (inaudible).

12 Q. Okay, sure. So which turn were you attempting? Were
13 you attempting to go (inaudible) route or were you attempting to
14 make this turn here or this (inaudible)? Which turn was the
15 intended turn?

16 A. The intended track was to go 270.

17 Q. To go north (inaudible).

18 A. Yeah.

19 Q. Okay. And that track was in Nobeltec, is that right?

20 A. The (inaudible) said that the track line was in the
21 Nobeltec, and that there was a discrepancy between the two. So I
22 went with what was on the chart, and all -- the only thing that I
23 was, the only thing that I was trying to, to talk to the helmsman
24 about was what course we were going to be setting up on after the
25 turn.

1 Q. And what was the (inaudible)?

2 A. Yeah, we, we agreed on 270.

3 Q. Which line? (Inaudible).

4 A. I don't think that's right.

5 Q. The 265? You were attempting to go 270, though,
6 (inaudible) agreed upon between you and helmsman, is that right?
7 27 -- or not the 265 as shown on the chart?

8 A. Yes.

9 Q. Do you recall if this line was on the chart prior to
10 this accident? The time that you were on watch, this line was
11 drawn?

12 A. I really can't --

13 Q. So you didn't (inaudible)?

14 A. I (inaudible).

15 MR. TURRELL: Liam?

16 MR. LARUE: Do you have any questions (inaudible)?

17 MR. TURRELL: Barry?

18 MR. STRAUCH: I don't have any.

19 MR. TURRELL: Okay. Chris?

20 MR. JULIUS: I'm not sure.

21 BY LT. BRIERLEY OSTRANDER:

22 Q. A clarification (inaudible). You were the main
23 (inaudible)?

24 A. No, no, the helmsman (inaudible).

25 Q. Did you verify that heading at all?

1 A. Yes.

2 Q. And how (inaudible)?

3 A. I don't remember.

4 Q. When you saw the flashing green light for rocky island
5 before the turn, where was it?

6 A. It was left of a point off the port bow, almost dead
7 ahead.

8 MR. TURRELL: Before, before --

9 LT. BRIERLEY OSTRANDER: (Inaudible).

10 BY MR. TURRELL:

11 Q. Which, which turn are we talking about? Are we talking
12 about the 270 turn as you're coming down here?

13 A. Yeah. I, I spotted the light before this 01886 and
14 after that as well.

15 Q. So that -- so where was the relative position of the
16 light?

17 A. I believe it was -- I don't remember. I don't remember
18 exactly.

19 Q. But you did see the light?

20 A. I did see the light, and I verified on the chart that it
21 was a flashing green light.

22 BY LT. BRIERLEY OSTRANDER:

23 Q. And you had lost track of it somewhere in this
24 (inaudible)?

25 A. Yeah (inaudible).

1 BY UNIDENTIFIED SPEAKER:

2 Q. Did you say you -- could you describe where the light
3 was when you initiated the turn or when the helmsman initiated the
4 turn?

5 A. I don't remember.

6 BY MR. TURRELL:

7 Q. Do you recall are these, are these your fixes here, do
8 you recall?

9 A. Yes, that, that's my fix, and that's my fix right there.

10 Q. So the 0022 and the 0118. Okay.

11 BY LT. BRIERLEY OSTRANDER:

12 Q. I've got a question. You said you looked it up in the
13 (inaudible)?

14 A. I -- there, there wasn't any conversation between him
15 and I when he was going to turn. I relied on his expertise when
16 to initiate it and how much (inaudible) turn. I was unfamiliar
17 with how quickly and how much (inaudible).

18 Q. So what kind of communication did you have about the
19 turn?

20 A. The only communication that I had with him was that we
21 were going to, that we were going to turn, and that he said that
22 there was plenty of water out there to do the turn, and then we
23 talked about the course that we were setting up for after.

24 BY UNIDENTIFIED SPEAKER:

25 Q. (Inaudible) 317. Was there (inaudible) before you

1 (inaudible) with the first mate, second mate, whoever was the
2 (inaudible) actually get (inaudible) turn?

3 A. There was --

4 Q. His recommendation on the turn?

5 A. He didn't even give me any recommendation on the turn.
6 There was no discussion between the second mate and I that the
7 helmsman would be on the controls, but there was further
8 conversation between captain and the chief mate and I that the
9 helmsman would be, would be handling the boat and would be making
10 the turn, and I would just be there and sort of just standing by
11 and being an (inaudible).

12 Q. Before you came up on watch, how much experience did you
13 have with this bridge?

14 A. Very little. I was up there on my own time a little
15 bit, a little bit here and there throughout. I didn't have a set
16 schedule yet, so I'd come up on my own time and try to
17 ask (inaudible) watch as much as I could about the different
18 equipment, but I never really got a specific walk-through. I
19 never actually got on any equipment.

20 Q. This was your first watch?

21 A. This was my first (inaudible) watch. I had one
22 watch while we were waiting in port at Skagway.

23 UNIDENTIFIED SPEAKER: Morgan.

24 MR. TURRELL: We can ask more of the questions
25 downstairs. Is there anything you want to ask about the bridge

1 and controls while we're here?

2 MR. FARLEY: I would, Tim Farley.

3 BY MR. FARLEY:

4 Q. When you look at the Nobeltec, can you -- is that, is
5 that the same display as when you were on watch? Do you recall?

6 A. (Inaudible) way farther, far enough where you couldn't
7 really see. You couldn't make out the land, couldn't make out
8 where it was (inaudible). I don't know what the range was on
9 this.

10 Q. Were you permitted to operate that piece of equipment --

11 A. Yes.

12 Q. -- so that -- could you, could you zoom in and show up,
13 show us the course line?

14 A. I'm not familiar on how to do that.

15 Q. Okay.

16 A. I haven't had any experience on, on that at all.

17 Q. Okay. How about the radar over here (inaudible)?

18 A. I did, I did use the radar. All I did was use it
19 to change range scales. I didn't adjust any of the gain or
20 anything from the previous mate just because I was
21 uncomfortable with those settings at the time. All I did was
22 range up, range down, and acquire, acquire the target.

23 Q. Okay. What mode did you have on the radar display, head
24 up, drivers stabilized?

25 A. They were drivers stabilized. One was head up relative

1 motion, the other one, I believe, was north up, and I don't know
2 what the (inaudible), if I remember.

3 BY UNIDENTIFIED SPEAKER:

4 Q. Did you also use this radar?

5 A. Yes, I, I used both radars.

6 Q. You used both.

7 A. Yes.

8 BY MR. TURRELL:

9 Q. Do you recall which radars you used to make those
10 (inaudible)?

11 A. I used the starboard radar. I don't know what you use
12 (inaudible) I just called out a point, and he gave me a range and
13 bearing (inaudible), but I (inaudible) I used the standard radar
14 (inaudible).

15 Q. Where was this chart located?

16 A. It was (inaudible).

17 BY LT. BRIERLEY OSTRANDER:

18 Q. What (inaudible) did you have your radar (inaudible)?

19 A. I don't remember the exact gauges, but I definitely
20 remember scaling up and down between different ranges.

21 Q. Okay. All right.

22 A. I (inaudible) down that way.

23 BY MR. TURRELL:

24 Q. Did you use a (inaudible)?

25 A. I did use the (inaudible) to get the range (inaudible)

1 the 0118 range.

2 Q. So the time you're on watch, how often did you make
3 fixes? Was there any (inaudible)?

4 A. In the morning, I would way, well, maybe every hour and
5 (inaudible) so I looked at the previous (inaudible) and it was
6 every hour, and that's what I did.

7 Q. (Inaudible).

8 BY LT. BRIERLEY OSTRANDER:

9 Q. Current (inaudible) watch out for a current.

10 A. Yes.

11 Q. Can you say what kind of current?

12 A. No.

13 Q. And do you have any equipment to help you with currents?

14 A. Not that I know of.

15 BY UNIDENTIFIED SPEAKER:

16 Q. Do you understand where you're heading (inaudible)?

17 A. No, I don't --

18 Q. (Inaudible) watch out for a current. Do you understand
19 what that meant?

20 A. He didn't really say watch out or anything. It was just
21 more of a what he meant was -- I thought it was (inaudible).

22 BY MR. TURRELL:

23 Q. Tides? Any discussion of tides?

24 A. No discussion of tides.

25 MR. TURRELL: I'm sorry, Liam?

1 LT. BRIERLEY OSTRANDER: Nothing.

2 MR. TURRELL: Hmm?

3 BY MR. TURRELL:

4 Q. The autopilot, if you know, is it course, float, or is
5 it a track line?

6 A. I don't know anything about the autopilot. I just know
7 that he was adjusting it slightly to keep on the track line.
8 That's all I know.

9 Q. And engine settings as far as how fast to go was the --

10 A. I don't --

11 Q. I'm sorry, what was the guidance to how fast the ship is
12 supposed to be going?

13 A. I just maintained 12 knots, which was handed over to me
14 by the second mate and that was it.

15 Q. And do you know how that engine setting was -- did the
16 helmsman take care of that or --

17 A. Yeah, the helmsman would have been in charge of that.

18 Q. Okay.

19 MR. TURRELL: Enough? We'll adjourn briefly, go down to
20 the other room.

21 (Off the record.)

22 (On the record.)

23 MR. TURRELL: Okay. We're back being recorded again.

24 BY MR. TURRELL:

25 Q. And I'd just like to step back and ask you, Marino, if

1 you would again in your own words take us through what happened up
2 to the point where you were on the shoal, and then take us
3 afterwards, what happened afterwards, just in your words.

4 A. Yes.

5 Q. So take us again from the start of your watch through
6 the incident and afterwards, and we'll try not to interrupt you
7 too many times.

8 A. Okay. I came up to the bridge early to talk with the
9 second mate and look over the chart and review what we were going
10 to do, and there was only one course change, and he mentioned look
11 out for the current, and one of us were -- I took over the watch.
12 I logged in at the time I took over the watch and verified where
13 we were with the second mate.

14 Q. Okay.

15 A. Four of us were on, were on the watch, and I was
16 standing the watch as, as a medical emergency because the other
17 third mate who was scheduled at the time was diagnosed as being
18 sick and needed to be isolated based on that diagnosis in Skagway
19 so that's why I was standing the watch in port. The Captain asked
20 me if I could do the in-port watch and he wasn't sure if I would
21 be doing the navigational watch or not.

22 Q. Okay.

23 A. Because I, I was supposed to go through a whole training
24 and everything on deck, and then I was going to stand the watch
25 with another officer on the bridge. But that didn't happen, so

1 the diagnosis of the other third mate, that he needed to be
2 isolated came, and then the news that I was going to be standing
3 the watch by myself came, but the Captain said that I would be
4 standing with the most experienced deckhand, and so that's who was
5 there on the helm.

6 Q. Okay.

7 A. And there was two other deckhands that were making
8 security rounds, and they, they made a round when I got there. We
9 were transiting down the passage, and the deckhand was keeping us
10 on the track line. We passed another vessel port-to-port, and he
11 made a radio call and changed to another track line, was talking
12 with them for a while. I verified navigation lights visually and
13 got him on the chart and confirmed that those were the lights
14 that -- and then that's where the light needed to be. The
15 security came, came back up, and they left to make another round,
16 and we continued down on the track line.

17 Then before we, before -- as we were approaching the
18 turn, before we made the turn, I visually spotted the flashing
19 green light. We talked about a discrepancy between the next
20 course that was on the computer and that I had on the chart, and
21 that was to verify the course after the turn.

22 Q. Okay.

23 A. The helmsman initiated the turn and was in control of
24 the turn, the rate of turn and the engine speed. He then
25 mentioned to me that he didn't think that he was turning fast

1 enough. So I walked over to him, and at that point I saw him
2 increase the rate of turn, and I was looking for the flashing
3 green light that I saw earlier, and I couldn't find it for I
4 don't, I don't know the amount of time. So I walked over to the
5 starboard side to continue looking for it, and that's when I saw
6 rocks. I didn't see a light. I saw rocks. And I immediately
7 gave him a hard left command and we hit the rocks. The rocks were
8 on our starboard, off the starboard bow. And we hit the rocks on
9 the starboard side.

10 And from there I was panicking, to call the Captain and
11 everything, but obviously the Captain already -- he came up
12 immediately and asked what happened, and I told him that we hit
13 the rocks, and then he was getting on the radio. I, I don't
14 know -- then that's sort of blurry. And then everyone was coming
15 up, you know, by that time that needed to be on the bridge, and I
16 was just sort of standing by and, and writing, writing things down
17 that, that the Captain was making a radio call and everything like
18 that.

19 I then asked somebody what, what I needed to do, and
20 they took me down to assist the chief mate, and I found him on the
21 portside main deck, and they were launching the life rafts. So I
22 assisted them with launching the life rafts and, and the slide.
23 And then we, we just had all the life rafts set up and everything
24 like that. Then we had to start moving the life rafts forward to
25 make room for another vessel that was going to come alongside,

1 along portside. So I assisted in moving the rafts.

2 I then went down below with another deckhand. I don't
3 recall who it was. And we were assessing any water that was
4 coming in. I was pretty much there to -- as safety. I'm not
5 familiar with the different compartments. So they were actually
6 making the assessment, and I was there as a safety precaution.

7 The vessel came alongside. I helped them set up the
8 gangway to transport passengers and tie lines. Another, another
9 vessel was coming along on the other side. I didn't have anything
10 to do with that. Later when the tug and barge came alongside, I
11 assisted them in moving the rafts forward again to get -- to
12 make room for the tug and barge, and I also assisted in setting up
13 the gangway to disembark passengers on there. I was telling
14 passengers as they were getting on, no cell phones, no smoking
15 because it was a fuel barge.

16 Q. Okay.

17 A. I let that, that tug and barge go. I also assisted in
18 taking those lines off. I went back over to portside and helped
19 assist with taking lines off and receiving the Coast Guard vessel,
20 and after that, after the Coast Guard vessel left, they -- the
21 chief mate told me to cut the rafts free so that we could get
22 underway, and that's, that's what I did with another deckhand.

23 Q. Okay. Were you then drug-tested by somebody?

24 A. Yes, then I went up to the bridge, and I took an
25 alcohol, a breathalyzer, and then was escorted down to a state

1 room and I was drug-tested urine.

2 Q. Okay. And just can you give us, since you were up
3 there, at what time, to the best of your knowledge, what time the
4 accident occurred, to the best of your recollection?

5 A. Best of my recollection would be around 1:22 to 1:30,
6 between those times.

7 Q. Okay.

8 (Announcement on loudspeaker.)

9 BY MR. TURRELL:

10 Q. And what was the visibility condition at the time?

11 A. Visibility was good. I don't remember how far the
12 visibility --

13 (Announcement on loudspeaker.)

14 BY MR. TURRELL:

15 Q. Weather conditions, was it rainy or foggy, or foggy?

16 A. There, there was very intermittent light drizzle.

17 Q. Okay.

18 A. But then the visibility didn't decrease.

19 Q. Okay, so there was cloud cover (inaudible), cloud cover?

20 A. There, there was, yes.

21 Q. And I'm thinking (inaudible) can you recall what
22 (inaudible) tide and current was at the time of the accident?

23 A. No, I don't know.

24 Q. Did you ever, when you were at school at Cal Maritime,
25 did you ever take a simulator course?

1 A. Yes, I did.

2 Q. Can you describe that course for us?

3 A. It, it was, it was -- they were all on big ships, and
4 they was with rudder and single propeller. We did chart work,
5 radar, radio calls, and hand steered.

6 Q. How long a course was that? One quarter, one semester?

7 A. It was one semester. It was one semester, and then more
8 advanced training, and then another semester later.

9 Q. And the sea time you had during that four years?

10 A. I don't know the number.

11 Q. Okay. You were on the Golden Bear, I guess, the
12 (inaudible)?

13 A. I was on the Golden Bear as a freshman for two months,
14 and I was on the Golden Bear again as a senior for two months.

15 Q. Okay. And when you were on there as senior, what were
16 your duties? What did you do?

17 A. I was on the bridge with another licensed watch officer,
18 two other seniors, and four freshmen. So my duties would switch.
19 Sometimes I would have the con and do chart work. Another time I
20 would be in charge of the electronic equipment like the GMDSS,
21 monitoring that.

22 Q. Okay.

23 A. And then the other time I'd just be assisting whoever
24 had the con at the time.

25 Q. Okay. And I think you mentioned before that there was

1 an intent to put you through some sort of training regimen when
2 you came on board. Will you tell us what the -- I think it was
3 May 11th, you went to Portland and then they shipped you up here
4 to join the ship.

5 A. Yes, and --

6 Q. And did they sit down with you, say what the training
7 program was going to be and what the plan was for you?

8 A. We never sat down and actually discussed or came up with
9 a schedule. They, the Chief Mate and the Captain, just mentioned
10 that they would like me to be on deck for a certain amount of time
11 so I can understand what's going on with the deck operation, and
12 then they would like me to stand a watch with, with one of the
13 mates so that I could see what it would be like on the bridge.

14 Q. Okay.

15 A. There was no set schedule.

16 Q. And so the accident occurred on Monday, correct,
17 yesterday? Today's Tuesday. So you joined on Friday, is that
18 right? You joined the ship Friday?

19 A. I came on, I came on board the ship the morning of the
20 12th.

21 Q. Morning of the 12th.

22 A. I don't remember what day that was.

23 Q. Would have been Saturday morning?

24 A. Yeah, (inaudible).

25 Q. Would you take us through briefly what -- when you came

1 on board the morning of the 12th, just go through what you did
2 and, like, when you went to sleep, when you woke up.

3 A. Okay.

4 Q. I'm trying to get like a 72-hour profile (inaudible)
5 activities during that time.

6 A. Yes, sir. I came on board, and they gave me a stateroom
7 on the main deck. I just put my stuff in that room and went up to
8 the bridge, and the third mate -- no, the second mate was on
9 watch, and I just briefly talked to him, just introducing myself.
10 I had to go down to talk to the purser to get an ID or something
11 like that. Then I went back up to the bridge, and by that time
12 the third mate was relieving the second mate. So I introduced
13 myself to him and just was asking general questions about the
14 vessel. I then walked around a little bit on the vessel to try to
15 familiarize myself with where things were and was introduced to
16 the chief mate and briefly talked with him. That night, I don't
17 remember what I did --

18 Q. Sure.

19 A. -- up -- probably went to sleep. I went to sleep
20 between 9 and 10. Oh, I was on the bridge. Excuse me. I was on
21 the bridge with the chief mate while we were underway and was
22 introduced to some more deckhands and was starting to ask the
23 chief mate just about operations, about --

24 Q. You did this from 4 in the evening until 8 in the
25 evening (inaudible)?

1 A. Yeah. I believe he was on 4 to, the 4 to 8 watch. So
2 it was, it was between 4 and 6, because I went and had dinner at
3 around 6, and then it was still light outside at that time.

4 I went to bed relatively early, between 9 and 10. The
5 chief mate suggested that I come up for a meeting at 5:45 in the
6 morning that he does with, with the crew. He said I didn't have
7 to, but I did get up for that. I woke up at five the next morning
8 and take a shower and get dressed, and I made it up to the bridge
9 around 5:30, and I stayed for the meeting at 5:45. At that time
10 he said that I should go with the deck down to the bow to observe
11 mooring operations.

12 Q. Okay.

13 A. And we moored at about 6:45. I assisted the deck crew
14 in getting the gangway ready and helped passengers disembark.

15 Q. Okay.

16 A. I ran ashore between 9 and 10 to get just like shampoo
17 and some batteries.

18 Q. Okay.

19 A. And then I was back on board. And, oh, by that time, we
20 knew that the third mate was sick. The chief mate stood a watch
21 for him during the night. So I knew that the third mate was sick.
22 So they, they said that they were going to send him ashore and
23 that I would -- they might need me to stand a watch, 12 to 4 in-
24 port watch. So they sent him ashore and found out that he needed
25 to be isolated so that whatever he -- I don't know what the

1 diagnosis was. And that he was going to be in my stateroom, and I
2 was going to move down in the second mate's. So I packed my
3 things up and brought it down to the second mate's cabin and then
4 reported to the bridge and took the 12 to 4 watch.

5 The second mate was bringing passengers up for a bridge
6 tour, and I was standing by and just talking to some passengers
7 that were asking personal questions about where I came from and
8 things like that. At that -- during that watch, the Captain came
9 up to me and said that I might be needed to stand the 12 to 4
10 watch while we were underway, and he at that time said that he was
11 going to bring the deckhand that he, they, everyone -- well, the
12 Captain's and the, and the Chief Mate told me that he was the most
13 experienced and that he knows what he was doing, and that he would
14 be there steering.

15 Went down and had dinner at about -- oh, no, I stayed up
16 with the Chief Mate. He was my relief. I stayed up there with
17 him to go through the gear test. I also went with him --
18 departing Juneau on the 12th, I witnessed him do the gear test.
19 Then departing Skagway after my watch, I stayed up there with him
20 to actually go through the gear test. So I went through the gear
21 test. So they were scheduled to leave at around 5:45. So between
22 5 and 5:30, I went down and had dinner, went back to my room,
23 unpacked my things, and was in bed by, by 6. I know I got five
24 hours of sleep that night. I always calculate how much sleep I
25 get because I woke up by 11 to get ready to go up to the bridge.

1 And like I said earlier, I was up to the bridge within, within 20
2 minutes after I woke up.

3 Q. You say you know that you counted hours.

4 A. Yeah, in my head I always, I always calculate how
5 much -- how many hours I'm actually getting to sleep, and --

6 Q. And why is that?

7 A. I like to sleep.

8 Q. Did you feel well-rested when you woke up at midnight?

9 A. Yes. I woke up at 11. Yes, I felt rested.

10 MR. TURRELL: Barry?

11 BY MR. STRAUCH:

12 Q. (Inaudible) ask you to bear with me for the next
13 question, try to dig down (inaudible).

14 A. Okay.

15 Q. I also speak soft.

16 MR. TURRELL: (Inaudible) over there.

17 BY MR. STRAUCH:

18 Q. Well, you said you went to a job fair in January and
19 that's when you learned about the company?

20 A. Yes, that's where I first met the company.

21 Q. Okay. Did you learn about other companies as well?

22 A. Yes.

23 Q. Okay. And did you -- what was your experience with the
24 other companies?

25 A. I was interested in working with Crowley, and that was

1 about it. It was between this company and Crowley.

2 Q. What was it about this company that got you interested
3 in it?

4 A. That it was a passenger ship, their work schedule, where
5 they operated, and they said there was going to be a lot of hands-
6 on driving, and that's really what I went to school for, and I
7 like boat handling.

8 Q. Were you offered a job by Crowley?

9 A. Yes.

10 Q. And why did you take this company, choose this company
11 over Crowley?

12 A. For those reasons.

13 UNIDENTIFIED SPEAKER: (Inaudible).

14 MR. STRAUCH: Yeah, you want to go? Going to get them
15 all there? Okay. Like costumes, going to lot longer than
16 (inaudible).

17 BY UNIDENTIFIED SPEAKER:

18 Q. When you joined the company, what was your understanding
19 of the training you would get?

20 A. It was very unclear. So I was asking a lot of questions
21 in Portland when I arrived, and they said that I would probably go
22 through a training program that the boat itself would actually
23 tell me what I needed to do.

24 Q. So your understanding was that when you joined the
25 vessel there, you would be trained?

1 A. Yes.

2 Q. Okay. And who was the one who told you this?

3 A. Lauren, Lauren Benet (ph.).

4 Q. That's a he?

5 A. I don't know how to spell that.

6 Q. Is that a he or a she?

7 A. Oh, she, she.

8 Q. And what was her position?

9 A. I'm not sure.

10 Q. Okay. In HR or something?

11 A. Yeah.

12 BY UNIDENTIFIED SPEAKER:

13 Q. So the recruiter at the fair, the job fair?

14 A. She was at the job fair, but I don't know if she
15 recruited or not.

16 BY UNIDENTIFIED SPEAKER:

17 Q. Well, I guess the question is, was this in Portland when
18 you --

19 A. Yes, yes, this was in Portland.

20 Q. Okay. You had already signed in with the company?

21 A. That's what I was doing in Portland. That's correct.

22 Q. And how long were you in Portland?

23 A. Only a couple of hours. I caught a flight that same
24 night in Seattle and spent the night in Seattle and flew from
25 Seattle to Juneau.

1 Q. And in Portland you presumably signed papers, you know,
2 working papers, papers for monetary, insurance papers.

3 A. Yes.

4 Q. And were you told anything specifically about company
5 policies in Portland?

6 A. No, just uniform policies.

7 Q. Okay. That was the only policy you were told about was
8 the uniform policy?

9 A. That's about it, yes.

10 Q. And this was also by Lauren?

11 A. Yes.

12 Q. And that's when she told you about the training, that
13 you would get the training on the vessel?

14 A. Yes. Because the, the third engineer asked about the
15 same thing, and he wasn't receiving any, but she said that I would
16 be.

17 Q. Okay. So was there any other new hire in addition to
18 you and this other third engineer?

19 A. Yes. There were three of us from the Maritime Academy.
20 One is a third engineer that came aboard this vessel, and the
21 other was a female, third mate that would be joining a vessel on
22 the Columbia River. I don't know the name.

23 Q. Okay. And then you flew to Seattle, as you said, and
24 then you flew the next morning from Seattle to Juneau, and then
25 you boarded the vessel?

1 A. Yes.

2 Q. This was on Saturday, May 12th?

3 A. Yes.

4 Q. Okay. And then you boarded the vessel?

5 A. Yes.

6 Q. About what time was that?

7 A. It was early in the morning. I'd say before 12.

8 Q. Okay. And who did you first meet when you got on the
9 vessel?

10 A. The purser, and then the Captain was in the purser
11 office, purser's office as well.

12 Q. Okay. What did the Captain tell you?

13 A. He just said welcome aboard, and the purser will take
14 care of whatever, like my room situation, anything like that.

15 Q. Okay. Now at what point did the captain explain to you
16 his concept for your training, that you would go up to the bridge
17 and watch other people and so on and so forth?

18 A. That wasn't until later when I was up on the bridge
19 during the third mate's watch. So he was on between 12 to 4 that
20 I'm on the bridge.

21 Q. Can you tell me the circumstances under which he told
22 you this? Did he take you aside and tell it to you while he was
23 doing something else?

24 A. As, as I was talking with the third mate, just getting
25 to know him, the Captain just came over and just mentioned that I

1 would -- that, that's absolutely he would want to do it, have me
2 work on deck and then basically shadow another mate. So he didn't
3 pull me aside. He said it in front of --

4 Q. Did he give you any indication when you would be ready
5 to stand watch on your own?

6 A. No.

7 Q. Did he give you any indication as to what criteria he
8 would use to determine whether -- at what point you would be ready
9 to stand watch on your own?

10 A. No.

11 Q. If you had to sort of -- if you were in the captain's
12 position, how much time do you think it would take for someone
13 such as yourself coming out of Maritime Academy to stand watch on
14 his own on this vessel?

15 MR. TURRELL: Rephrase that.

16 BY MR. TURRELL:

17 Q. How long do think you needed, you would need (inaudible)
18 experience on how long it takes (inaudible)?

19 A. Well, I've never had any experience with Z-drives at
20 all, so it's hard for me to say. I --

21 BY UNIDENTIFIED SPEAKER:

22 Q. Okay, that's fine. That raises a whole other line of
23 questions, so I'll follow that line now. What equipment on the
24 bridge and what equipment on the vessel that you were going to
25 interact with as third mate were new to you when you got on that

1 vessel? You mentioned the Z-drives. Was there any -- what other
2 equipment was new? Was not familiar with? Were new to you?

3 A. All the equipment was what I've -- I've had experience
4 with the radio and with the radar, but the electronic chart,
5 the (inaudible) and the computer was new. All the alarm panels
6 were new. The steering and throttles and pulls were new. Almost
7 everything except for paper chart and the triangle.

8 Q. Okay. Had you taken courses in (inaudible) before?

9 A. No.

10 Q. Okay. Now, did you mention this to any of the deck
11 officers, the specific equipment with which you were not familiar?

12 A. Yes.

13 Q. Okay. Who were those deck officers that you mentioned
14 it to?

15 A. The third mate, the second mate and the chief mate. I
16 had talked to them about -- I asked each one of them about pieces
17 of equipment on there, on the bridge, and we briefly would talk
18 about it, but not really in-depth. Just sort of went over it a
19 little bit.

20 Q. Okay. What about the route? Were you familiar with the
21 route at all?

22 A. I was not familiar with the route. I didn't know
23 anything about the track line. While I was standing watch in
24 port, I was -- I knew we were going to Glacier Bay because they
25 had a itinerary. So I was pulling out charts to get familiar with

1 what direction Glacier Bay was. I'm unfamiliar with any of the
2 names of anything in the area.

3 Q. Okay. Had you ever been in these waters before?

4 A. I've been in these waters on board a cruise ship as a
5 passenger.

6 Q. Okay, and when was that?

7 A. The last time was maybe -- it was, it was during the
8 summer. I can't remember if it was last summer or the summer
9 before. That was the most recent.

10 Q. Okay. And what vessel was that you were on?

11 UNIDENTIFIED SPEAKER: It was a passenger.

12 BY UNIDENTIFIED SPEAKER:

13 Q. Yeah, I know.

14 A. It was a large cruise ship. I don't recall --

15 Q. Sort of like a Holland American Line or one of those
16 large ships?

17 A. Yeah. It was one of those. I believe it was Princess
18 Cruise Line, but I don't remember.

19 Q. Did you have opportunity on that cruise to go on the
20 bridge at any time?

21 A. I did. They did grant me a special pass to go up on the
22 bridge and take a picture with one of the mates (inaudible).

23 Q. About how long were you on the bridge at that time?

24 A. No more than 20 minutes.

25 Q. Was that daylight or nighttime conditions?

1 A. Daylight.

2 Q. Okay. So you'd never been on a bridge in these waters
3 at night?

4 A. No, never.

5 Q. On any vessel?

6 A. On any vessel.

7 Q. Okay. Did you get any, any route familiarization
8 discussion from any of the deck officers? Other than watch out
9 for the current, any other information about things to look out
10 for, about obstructions, hazards, and so on?

11 A. No.

12 Q. Okay. All right. You familiar with the SMS system of
13 the (inaudible)?

14 A. No.

15 Q. When the Captain explained to you that you would have
16 to -- looked like you were going to have to stand watch because of
17 the third officer's illness, and he said that he would
18 compensate -- that's my word, compensate, but he would have the
19 most experienced helmsman on board, did he say anything else about
20 what your duties would be and what the helmsman's duties would be
21 at that time?

22 A. No.

23 Q. Okay. What was your understanding as to what his duties
24 would be and your duties would be?

25 A. My understanding was he would be in control of the boat,

1 and I would be there because I have a license.

2 Q. So your understanding of your position, and correct me
3 if I'm stating this incorrectly, was that you were basically there
4 because you had the license but that he would be doing everything
5 else?

6 A. Yes.

7 Q. Okay. And who did you think would be basically not just
8 steering the vessel but sort of directing as to where it would go?

9 A. -- and the deckhand.

10 Q. Okay. Did you have any -- what was the notion of your
11 duties and responsibilities on the vessel other than just being
12 the person with the license there?

13 A. I'm not sure what you mean.

14 Q. In other words, did you have any other conception as to
15 what you would do other than just stand there because you were the
16 guy with a license?

17 A. No. But I would assist in what he needed me to do and
18 learn.

19 Q. So of the two of you, you and the helmsman, who did you
20 see as having the greater responsibility and greater authority?

21 A. Him.

22 Q. And you base that on what the Captain told you or is
23 there something else?

24 A. I based this on what the Chief Mate, the Captain, and
25 much of the crew told me.

1 Q. What did the Chief Mate tell you?

2 (Announcement on loudspeaker.)

3 A. He told me that he was an experienced deckhand, and that
4 he would be up there during -- basically the same thing as the
5 Captain.

6 Q. Okay. And the other crew members, what did they tell
7 you?

8 A. They said that he was the most experienced.

9 Q. So when the deckhand said to you he didn't think we're
10 going to make it, what did you think that that -- the point of
11 that statement?

12 A. I don't think he said that we weren't going to make it.
13 I think he just said that we're not turning fast enough. I don't
14 know what he meant by that. I just walked over and saw him
15 increase the rate of turn.

16 Q. Now when the Captain said to you that you were going to
17 have to take over the watch, how, how ready did you feel to stand
18 watch at that point?

19 A. I felt comfortable enough to be up there, and I knew
20 that if, if there was anything that, that was out of the ordinary,
21 I'd just give him a call, and that he would be there, but I never,
22 did not attempt to do that.

23 Q. Because of the accident?

24 A. Yes.

25 BY UNIDENTIFIED SPEAKER:

1 Q. When you say he, you mean the Captain?

2 A. Yes.

3 BY UNIDENTIFIED SPEAKER:

4 Q. Did you feel comfortable expressing your opinion to the
5 Captain when he said you're going to have to stand watch as to how
6 comfortable you felt?

7 A. I felt comfortable in expressing to him how I felt, yes.

8 Q. Okay. And how did you feel?

9 A. I felt confident enough to do it.

10 Q. And you told that to the Captain?

11 A. I didn't, I didn't say that. I just said that I would
12 do it.

13 Q. But when he told it to you, he wasn't asking you, right?
14 Or was he asking you?

15 A. No. He wasn't asking me. He said that due to the
16 circumstance of the mate being sick, that I would need to do that.

17 Q. Now up to that point, how many hours on the vessel had
18 you had standing watch, just you and the helmsman?

19 A. Zero. I, I would just come up to the bridge and, and
20 talk with the mate that was on watch, but I never, I never had a
21 chance to interact with the helmsman at all.

22 UNIDENTIFIED SPEAKER: Okay. All right. I don't have
23 anymore questions at this point.

24 MR. TURRELL: (Inaudible)?

25 UNIDENTIFIED SPEAKER: Give me a break? (Inaudible).

1 You good? You doing all right?

2 MR. CATTIOTTI: Yeah.

3 UNIDENTIFIED SPEAKER: You have some water?

4 MR. CATTIOTTI: Yeah, I'm fine.

5 BY UNIDENTIFIED SPEAKER:

6 Q. I realize that you had only just gotten to the ship, but
7 had you had a chance to do any sort of training with the ship at
8 all?

9 A. No, none.

10 Q. Okay. How about drills?

11 A. No, no drills, zero.

12 Q. Okay. Do you know what they did other than -- you
13 mentioned steering checks. If they did anything else prior to
14 getting underway (inaudible) passengers?

15 A. They made an announcement for the passengers to -- they
16 reported somewhere, I'm not sure, but it was -- I asked about
17 that, and they said it was so that they know how to put on their
18 lifejackets and know where their muster stations are.

19 Q. And what were you doing while they did that?

20 A. I was standing by on the bridge.

21 Q. Okay. Did anyone assign you emergency response billet?

22 A. I was not on the station bill when I came on.

23 Eventually I was at some point I don't know. I read the duties
24 for the third mate, what his duties were on the, on the
25 station bill, and that's what I did (inaudible) what the third

1 mate duties were.

2 Q. Could you describe those?

3 A. It was just to assist the chief engineer and assess the
4 damage in the event of a flooding (inaudible).

5 Q. Did anyone tell you to read that or is that something
6 you did on your own?

7 A. That's something I did on my own.

8 Q. Okay. Could you go into a little bit more detail about,
9 I guess that thing you might have heard once the Captain came up
10 on the bridge? Did he make any announcements?

11 A. Yes, he did make announcements over the PA for
12 passengers to get their life vests and, and just I guess go to
13 their muster stations. I can't remember exactly how he -- at that
14 time (inaudible) but he did make an announcement for them to do
15 that, stand by for further directions.

16 Q. Do you remember any other announcements that were made
17 during the emergency?

18 A. Yeah. He was constantly making announcements to them,
19 telling them that, that we're (inaudible) the area, that we were
20 in contact with other vessels. He was constantly keeping them
21 updated with the response (inaudible).

22 Q. You mentioned that you were assisting with the life
23 rafts, the life rafts to --

24 A. Yes.

25 Q. -- put over? Were you actually putting the life rafts

1 in the water?

2 A. No. The deckhands were putting them into the water. I
3 was just helping them move them down by pulling on the lines.

4 Q. Do you know how many life rafts went in the water?

5 A. I don't know specific numbers, but most of them did.

6 Q. Were there any issues getting the life rafts in the
7 water?

8 A. No. They -- the life rafts, there were no issues. The
9 inflatable slide, there were issues. It was backwards and I just,
10 I assisted them in turning it around so that it was face down to
11 the life rafts.

12 Q. You actually use the slide?

13 A. No. No one ever got on the slide.

14 Q. Were all the passengers wearing life jackets?

15 A. Yes.

16 Q. Okay. Do you remember anybody accounting for the
17 passengers as they were leaving the ship and going to the other
18 vessels?

19 A. Yes, there were, there were crew members on -- I don't,
20 I don't know on the other ones, but I saw that there were crew
21 members on the tug and barge that were counting passengers.

22 Q. How did you leave the vessel? Did you stay on board?

23 A. I stayed on board.

24 Q. And rode it back to pier?

25 A. Yes.

1 UNIDENTIFIED SPEAKER: (Inaudible).

2 MR. TURRELL: Tim?

3 BY MR. FARLEY:

4 Q. I have, I have questions. When you arrived on board,
5 how did you feel when you met the other officers?

6 A. Most of them -- oh, the officers?

7 Q. The officers and crew, general sense.

8 A. The officers were completely friendly, and the crew, the
9 ones that I did come in contact were very friendly. I didn't come
10 in contact with the whole deck crew immediately. That wasn't
11 until later on. But I met them at different times, but everyone
12 that I talked to was friendly.

13 Q. Earlier you mentioned that you liked ship handling, and
14 that was part of your decision-making process to come with this
15 company.

16 A. Yes.

17 Q. How did you come about the idea that you liked ship
18 handling?

19 A. When I was on board the training ship, we would just
20 sail a great circle course and that just (inaudible), so I figured
21 ship handling would be more active.

22 Q. And do you have any other boat, ship or nautical ship
23 handling, boat handling experience?

24 A. Yes, I do. I took a small craft class at school, a
25 (inaudible) barge class, and during my sophomore year, I had a

1 internship with the Red and White Fleet, which is small ferry boat
2 company in San Francisco that (inaudible).

3 Q. So not to reiterate your training at the Academy, how
4 many months as freshman on the ship?

5 A. Two months freshman year, an internship during the
6 summer of my sophomore year with the Red and White Fleet, and then
7 my junior year -- after the end of my junior year, another two
8 months on board the training ship, and then, and then there was
9 a (inaudible) class on my senior year, and another small
10 boat (inaudible) class (inaudible).

11 Q. You mentioned you did simulator time as well.

12 A. Yes.

13 Q. Was that part of your licensing time, creditable hours?

14 A. I don't, I don't know if that counted towards hours or
15 not. I'm not sure.

16 Q. Now when you worked with -- your engine ship was Red and
17 White Lines. Did you have opportunity (inaudible)?

18 A. Yeah, I did, I did have opportunity in between cruise
19 with Red and -- and I did have opportunity to (inaudible).

20 Q. And how were you received? Was there a written
21 evaluation of your performance for the Academy?

22 A. Yes, there was. I never saw it. It was in sealed
23 envelope.

24 Q. Did you have a general feel of how well you did?

25 A. I believe the company liked me pretty well.

1 Q. So your first watch, how did you feel beforehand? I
2 know you said you counted and you had five hours sleep. Were you
3 apprehensive?

4 A. For the first navigation watch or the --

5 Q. Yeah, the first --

6 A. -- watch in port?

7 Q. First navigation watch.

8 A. I had a good amount of sleep. I wasn't tired. I felt
9 well. Obviously, I was nervous being my first navigation watch.

10 Q. I'll ask you, you mentioned you brought up different
11 materials, your calculator, your triangles, other papers.

12 A. Yes.

13 Q. Did they not have those type of materials on the bridge
14 or --

15 A. I don't know if they did or not, but I felt comfortable
16 with my own tools, so that's why I brought them.

17 Q. How did you do in your nautical sciences classes at the
18 Academy?

19 A. In the actual plotting on, on the chart (inaudible)?

20 Q. Yes, plotting, nautical, directional navigation and --

21 A. Okay. Yeah. In my directional navigation, I got B's.
22 Celestial navigation, I got a D. Radar was just a pass/fail. I
23 passed that. Simulators, I did well. I don't recall if they were
24 a grade or pass/fail. That's about it.

25 Q. Were there any particular courses that you didn't like

1 or you had particular trouble in?

2 A. I had trouble with ship structure and admiralty law.

3 Q. I think we've all done that. And how did you feel about
4 the helmsman maybe running the show?

5 A. I felt comfortable. There was nothing that he did that
6 made me feel uncomfortable.

7 Q. So your level of confidence, how would you characterize
8 that, in this individual?

9 A. I was confident in him.

10 Q. And had you met him before your actual watch?

11 A. Yes, I did. I ate with him before, and when we were
12 doing the gangway, I was working with him.

13 Q. And how would you characterize his personality, his
14 abilities?

15 A. He was definitely the leader of the deck crew, and he
16 had a lot of knowledge. And while we were actually on the bridge,
17 we discussed what he wanted to do in the future, and he seemed
18 knowledgeable about, I guess, upgrading.

19 Q. So what were his plans for the future, that you knew
20 them?

21 A. I don't know exactly, but I think he wanted -- oh, he
22 mentioned that he was leaving this boat in a little while to go on
23 board a smaller vessel, but I don't know, I don't know which one.

24 Q. Okay. Did he have aspirations to become a deck officer,
25 do you know?

1 A. I believe so, because he was talking about, he was
2 asking me questions about the test, and he was asking me about
3 studying for the celestial part of the test. So I believe so.

4 Q. And now what was the Captain's reaction to you
5 following the (inaudible)?

6 A. I didn't get much of a reaction. It wasn't a negative
7 or obviously it wasn't positive, but I didn't get much.

8 UNIDENTIFIED SPEAKER: That's it.

9 MR. TURRELL: Go.

10 UNIDENTIFIED SPEAKER: (Inaudible).

11 MR. TURRELL: It's all right (inaudible).

12 BY LT. BRIERLEY OSTRANDER:

13 Q. Just one or two. Before this watch, had you spent much
14 time on a bridge at night?

15 A. Only on board the training ship. Yes.

16 Q. And how much time was that?

17 A. I don't know specifically.

18 Q. A ballpark number or (inaudible).

19 A. (Inaudible) for two months, 30? I don't even know if
20 it's that much.

21 Q. And then this other third mate you were eventually to
22 replace him, is that right? Are you -- the third mate who was
23 sick, like how -- were you taking over his job or in addition to
24 him?

25 A. I -- onboard this voyage, for this first month, I was

1 just supposed to be in addition to him.

2 Q. In addition to him.

3 LT. BRIERLEY OSTRANDER: That's all I got.

4 MR. TURRELL: Go ahead, Paul.

5 BY MR. WEBB:

6 Q. Paul Webb, 17th. When you came up to the bridge, did
7 you take a fix before you made the watch at all?

8 A. No. I didn't personally take a fix.

9 Q. Do you know the state of tidal currents in that area --

10 A. No.

11 Q. -- (inaudible)?

12 A. No.

13 Q. When you, when you came across the discrepancies from
14 the chart and the chart plotter and you discussed it with the
15 helmsman, at any point did you get -- think of calling down to the
16 first mate or even the skipper about that discrepancy?

17 A. No. There wasn't enough time.

18 Q. Okay.

19 MR. WEBB: That's all I've got.

20 MR. TURRELL: (Inaudible).

21 BY UNIDENTIFIED SPEAKER:

22 Q. Did you feel comfortable to pick up the phone and call
23 the old man?

24 A. Yes. Yes.

25 Q. Was there any point during the time you -- was there any

1 point at the time you assumed your watch that you attempted to
2 reach out to anyone off the bridge?

3 A. No.

4 Q. And was there anyone other than you and the individual
5 at the helm at the time of -- within 15 minutes before the
6 accident, did you --

7 A. Within 15 minutes, the other two might have, might have
8 been there, but they weren't there when it happened. They were on
9 a round. So I don't know if it was 15 minutes before or not, but
10 they left.

11 Q. What did, what did they do on the bridge when they were
12 on the bridge?

13 A. They were just sort of hanging around and looked out the
14 windows from time to time.

15 Q. And the only other question I have is when you had the
16 discussions and you had a meal with the AB who was at the helm, at
17 those times when you were having those discussions and
18 interactions with him and eating dinner, did you know at that
19 point yet that you were going to be standing the navigation watch?

20 A. No.

21 Q. Was there any, any point at which you and the AB
22 discussed specifically you two being together on the watch?

23 A. Yes. After I found out, he, he said would you like me
24 to come up, and I said I would appreciate that, but he wasn't the
25 one that said that he would, but the Captain and the Chief Mate

1 said that he would be there with me.

2 Q. And did the AB offer that to you before the Captain told
3 you that he would be the assigned AB?

4 A. I don't recall.

5 Q. Any more discussion between you and the AB about how you
6 two would apportion your responsibilities and duties and who would
7 handle what?

8 A. No. There was no discussion about that.

9 Q. Okay.

10 UNIDENTIFIED SPEAKER: Do you have the night orders?
11 Thank you.

12 BY MR. TURRELL:

13 Q. Marino, if you wouldn't mind, I think my -- the night
14 orders --

15 A. Yes, I read them.

16 Q. Did anyone talk to you about them or you know what was
17 required of you at all?

18 A. No. I read them on my own.

19 Q. Okay. Does this look familiar? Does this -- well,
20 night, here we go. Do you recall seeing something like this?
21 This is not the right evening, but do you recall seeing them on
22 the bridge, something like this?

23 A. Yes, I recall seeing them on the bridge, yes.

24 Q. Okay. And do you recall seeing any of this information
25 or reviewing the information about this -- I guess, these are --

1 A. I, I did ask about security calls. I was never familiar
2 with what they were. Then the deckhand explained to me that
3 they're sort of like checking points. He did the security call
4 when we needed to, and we -- I forgot about that, but we did talk
5 about that, and he was the one that made the calls (inaudible) any
6 of the security calls.

7 Q. And the AB's job then was doing this (inaudible)?

8 A. Yes.

9 MR. TURRELL: Anyone else have another question here?
10 Nico?

11 BY MR. CORBIJN:

12 Q. Yes. Nico Corbijn with Majestic America Lines. Marino,
13 why were you in the stateroom?

14 A. There was no room for me down in, down in where the crew
15 stays because they just told me there wasn't no more room.

16 Q. Right. Was that because you were above the
17 normal complement of the vessel?

18 A. Yes.

19 Q. Do you know how long you were supposed to be above the
20 normal complement of the vessel?

21 A. I, no, I do not know.

22 Q. Why did they put you above the normal complement of the
23 vessel?

24 A. I don't know that either.

25 UNIDENTIFIED SPEAKER: I may have to ask that later, I

1 may have to ask you that later on.

2 MR. CORBIJN: Yeah.

3 MR. TURRELL: Does anyone else have any other questions?

4 You didn't -- oh, okay, sorry.

5 BY MR. CORBIJN:

6 Q. At any time, when the Captain asked you (inaudible)
7 bridge (inaudible), at any time, did you voice your concern
8 (inaudible)? I'm sorry (inaudible) the question.

9 A. I didn't get the question.

10 Q. I asked you if you voiced a concern about standing a
11 single watch?

12 UNIDENTIFIED SPEAKER: Was that your question? Did you
13 say (inaudible)? I guess the only (inaudible).

14 BY MR. CORBIJN:

15 Q. The navigational watch.

16 A. Are you saying that I was concerned?

17 Q. No, did you ask, did you voice your concern -- if you
18 didn't have any concern, you didn't voice one.

19 A. No, I didn't have any concern so I didn't say anything.

20 UNIDENTIFIED SPEAKER: (Inaudible).

21 BY UNIDENTIFIED SPEAKER:

22 Q. Couple more. Who was serving as lookout during
23 nighttime watches, nighttime watch?

24 A. On my watch or on --

25 Q. On your watch, the navigational watch, who served as

1 lookout?

2 A. Well, I was looking out and so was Ben. So the two of
3 us were. There was no specific person that was designated a
4 lookout.

5 Q. Okay. In your marine training, maritime training, did
6 you take a bridge resource management training?

7 A. We definitely talked about it, but I don't think there
8 was a specific class for it, but we, we discussed -- yes, we did
9 discuss it.

10 Q. Okay. And did you discuss the idea of voyage planning
11 and --

12 A. Yes.

13 Q. Was that part of the scenario reports?

14 A. Yes.

15 (Announcement on loudspeaker.)

16 BY UNIDENTIFIED SPEAKER:

17 Q. Marino, now with your maritime training and some
18 experience on vessels, would you be concerned passing within
19 two --

20 (Announcement on loudspeaker.)

21 BY UNIDENTIFIED SPEAKER:

22 Q. Would you be concerned with a track line that fell
23 within two cables, two-tenths of a mile of a known obstruction or
24 danger? That would concern you?

25 A. I don't know. Depending on the situation and depending

1 on the size of the vessel. Definitely on a ship that I was
2 trained on, I would be. On a smaller vessel, maybe not.

3 Q. Well, how would you characterize this vessel?

4 A. As a smaller vessel.

5 Q. Do you know the dimensions (inaudible)?

6 A. I don't know exactly. The length overall isn't in the
7 300 feet at the con, and I know the depth is about 12. That's all
8 I know.

9 Q. Thank you.

10 UNIDENTIFIED SPEAKER: Yes, sir.

11 MR. TURRELL: Okay, Paul Webb has the next question.

12 MR. CATTIOTTI: Okay.

13 BY MR. WEBB:

14 Q. What's the closest to an obstruction you would feel
15 comfortable getting?

16 A. 100, 150 yards.

17 Q. One more question. Follow-up on previous questions.
18 After the accident, the Captain -- from the time of the accident
19 to now, did the Captain discuss the accident with you in any way?

20 A. No.

21 Q. Okay. What has been the nature of your interaction with
22 him?

23 A. He just assured me that I would get through this. He's
24 just been supportive of how I've been dealing with it, and that's
25 pretty much our interaction.

1 Q. Okay.

2 MR. TURRELL: Okay, is there anyone else who would like
3 to ask any questions?

4 At this time, Marino, let's let you make any statement
5 or any observations or recommendations or anything you think about
6 the facts in your own words that you might want to share with us.

7 MR. CATTIOTTI: I was, I was just doing this in response
8 to a medical emergency. I did not know that I would be standing a
9 navigational watch so quickly, and I was assured that Ben, the
10 lead deckhand, would -- is the most experienced and that he would
11 be on the bridge with me.

12 MR. TURRELL: Okay. And if anyone else has any
13 comments, I will -- I'm going to do it off the record?

14 I'm going to end the interview. Just acknowledge this
15 is recorded. Thank you for your time.

16 MR. CATTIOTTI: Yes, I acknowledge that it is recorded.

17 MR. TURRELL: Thanks very much.

18 (Off the record.)

19 (On the record.)

20 BY UNIDENTIFIED SPEAKER:

21 Q. I think we've covered this sufficiently. You had an
22 understanding you would be on the watch (inaudible). Did
23 you (inaudible) officer of the watch (inaudible) feel comfortable
24 asking any questions or challenging a decision that (inaudible)?

25 A. Yes.

1 Q. Did you have any -- at any point in time, did you either
2 do that or come close to doing that prior to the accident?

3 A. There wasn't any time that I had a question on anything
4 that he was doing.

5 UNIDENTIFIED SPEAKER: Okay, thank you.

6 MR. TURRELL: Thanks. We're off the record.

7 (Whereupon, the interview in the above-entitled matter
8 was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: The Investigation of
 Empress of the North
 Juneau, Alaska
 Marine Accident
 Interview of Marino Cattioti

DOCKET NUMBER: DCA-07-MM-015

PLACE: Auke Bay, Alaska

DATE: May 15, 2007

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been compared to
the recording accomplished at the hearing.

Katherine Motley
Transcriber